

Intimation.

Powell's

Furnishing

Department

FIRST FLOOR

Alexandra

Buildings.

CURTAINS

MADRAS MUSLIN
White and Ecru
Frilled 2 Sides
52 in. 60 in. and 70 in.
wide
in various patterns.

FLOUNCED MADRAS
BRIDE BLINDS.
White and Ecru
24 in. and 36 in. long.

HARNESS MUSLIN
in
White and Ecru
Frilled 2 Sides
in
Spot and Fancy Designs.

HARNESS MUSLIN
in
White and Ecru
unfrilled, 48 in. wide
various sizes of Spot and
Fancy Patterns.

PLAIN BOOK
Muslin Curtains Frilled
all round
3 1/2 yards long
in White and Ecru
\$4.50 per pair.

LACE CURTAINS
in great variety in
White, Ivory and Ecru.

POWELL'S
Alexandra
Buildings

Hongkong, 14th May, 1910

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ARCADIA,"
FROM BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex s.s. Macedonia*.
From Calcutta, *ex s.s. Syria*.
From Persian Gulf, *ex B. I. S. N. and B. & P. S. N. Co.'s Steamer*.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th June, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENEDI,"
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and for from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, 7th June, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GAZEE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and for from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 8th June, 1910.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 15th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 13th June, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged at a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order, THE MANAGER,
Hongkong Telegraph Co., Ltd.

117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

JOHORE RUBBER ESTATES.

MR. LAMPARD'S REPORT ON TAPPING PROSPECTS.

The fourth annual general meeting of shareholders of the Rubber Estates of Johore, Ltd., was held on May 11, 1910, at 31, Frank Street, Singapore, C.M.O., presiding.

The chairman, in the course of his address, said: "The accounts show that the Company spent £66,731.75, up to December 31st last, and there was still 5s. a share uncalled on the issued capital of the company. With 3,381 acres of rubber, varying from nine months to three years old, we were spending about £30,000 a year, and the uncalled capital represented £17,750. It was, therefore, evident that further capital would have to be raised to bring the planted area into bearing, and, in order to secure the 25,000 acres comprised in our concession, it would also be necessary to clear and plant another 1,619 acres of forest."

In December, an offer was made to us to purchase 1,488 acres already planted, together with 3,444 acres of forest, and we accepted £26,500, which has now been paid, for that land, on condition that the purchaser cleared and planted with rubber another 1,000 acres. The cash so obtained would, we considered, be sufficient to bring our remaining 1,891 acres of rubber into bearing, to supply and equip a factory, and possibly enable us to open and plant another 600 acres of forest. Quite recently, as you are aware, we have agreed to dispose of 5,033 acres of forest, known as the North Labin Block, on condition that a company should be formed to clear and plant at least 1,000 acres, and that 20,132 shares of £1 each in that company should be allotted to the Rubber Estates of Johore in payment for the land that is to say, we have sold the land at the nominal price of £4 per acre, taken wholly in shares. I may say that the board decided to make this sale on these terms because the Rubber Plantations Investment Trust were the purchasers, and we felt that the trust is specially qualified to make this new company a success. As we take the whole of the purchase price in shares, we shall retain a very considerable interest in what we hope will prove a sound and successful enterprise."

ACREAGE.

From what I have said, you will understand that we have now nearly 17,000 acres of rubber, the possession of another 13,000 acres of selected land is assured to us on exceptionally favourable terms. We have all the capital we can possibly want, and we have a large share interest in a strong company which stands under favourable auspices and will be managed by men of great experience and ability in dealing with the growth and production of plantation rubber.

Since the directors' report was published we have received a letter of the deepest interest from Mr. Lampard, who says that the soil in which the rubber is planted will grow as good trees as any other place in the F. M. S., and that the growth to-day is excellent and equal to that of rubber in the Negri Sembilan. The estates are clean, with the exception of 373 acres which require additional hands to put those fields in order, and instructions have been issued to engage Chinese to do this work. Mr. Lampard attributes the weeds to the faulty construction of three railway culverts, about which there has been a great deal of correspondence. One culvert had been rebuilt, the second was, at the time of writing, half finished, and the third will also be done. There are comparatively few signs of fumes on these estates, and Mr. Lampard is satisfied that with reasonable care this pest can be kept in check, and he tells us that when the rubber is about six years old fumes disappears. The hospital is reported to be the best seen on any estate in the F. M. S. and the health of the staff and labour force has improved.

TAPPING.

Mr. Lampard's report on the tapping prospects will be of the utmost interest to shareholders. He has gone into it very fully and very carefully, and he tells us that tapping can be commenced on 160 acres in June of next year, and that 7,600 lbs. should be secured by December 31. In 1912, over 10,000 acres will be tappable and should yield 120,000 lbs. of rubber. Mr. Lampard's estimate for 1913 is 275,560 lbs. A good many of the trees planted in Sungai Sarunt in April-May, 1907, are already 18 ins. in girth at 3 feet from the ground. What is required at present is to increase the labour force and to make early preparations for the construction of a factory and the installation of the necessary machinery. These matters will be attended to. After making sympathetic reference to the service of the manager and his staff, the chairman moved that the report and accounts as presented be adopted.

Mr. Noel Trotter seconded and Mr. Crawley asked if there was any likelihood of calling up the liability of 5s. per share.

The Chairman: The cash we have, we think, is sufficient to bring the present planted acreage into bearing and to construct the factory. If we extend further, it is possible that that extra 5s. may be wanted.

The resolution was then put to the meeting and carried unanimously. Mr. Noel Trotter was elected a member of the board and Messrs. McCallister, Davis and Hope were unanimously re-elected auditors.

FINANCES.

The balance-sheet of the Rubber Estates of Johore Limited, for the year to December 31st shows the following items: Debt—Issued shares of £1 each, 10,000 being fully paid and 15,000 being 15s. paid less £174 calls unpaid, £150,075; sundry credits and bills payable, £2,041; total, £152,116. Credit—Purchase of property, £10,000; preliminary expenses, £1,941; land prospecting and selecting, and survey fees, less amount recovered (including £58 expenditure for year 1909), £1,720; development expenditure (including £30,571 expenditure for year 1909), £75,195; building, £3,448; furniture, £350; Singapore agency charges (including £211 expenditure for year 1909), £718; London charges (including £1,350 expenditure for year 1909), but less £170 interest and transfer fees, £1,004; duties and materials, £641; cost advances, £1,041; each at bank and in hand, £4,519; total, £152,116.

Intimations.

A SILLY SAYING.

It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is. So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilising and redeeming it, however, has since been triumphantly accomplished, and as a leading ingredient in the remedy called

WAMPOL'S PREPARATION the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 85.

(Wreck of Stone Junk in Canton River.)

NOTICE is hereby given that a junk, laden with stone, lies sunk in the Canton River. Her mast shows above water; but may at any time be carried away by the force of the sea or current.

From the wreck South end of Lankit bears west, and East end of Chuenpi bears N.W. by N. Bearings magnetic.

Steps are being taken for the removal of the wreck.

ARNOLD HOBSON,

Acting Harbour Master.

Harbour Master's Office,
Imperial Maritime Customs,
Canton, 8th June, 1910.

Approved: (Signed) J. F. OISEN,

Commissioner of Customs.



FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of.

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

6, DES VIOUX ROAD.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 9th June, 1910, 100 cts. per 1 Mtn.

BUTCHER MEAT.

Beefsteak & prime cut—Mel Lung Pa B.

Comed—Ham Ngau Yuk.

Roast—Shu.

Beast—Ngau Lam.

Beast—Tong Yuk.

Steak—Ngau Yuk Pa.

Sticks—Ngau Lan.

Sausages—Ngau Yuk Cheung.

Bullock's Brains—Know—per set.

Tongue—Ngau Li—each.

Comed—Ham Ngau Li.

Head—Ngau Tan.

Heart—Ngau Sum.

Hump, Salt—Ngau Kin.

Feet—Ngau Keok.

Kidneys—Ngau Yiu.

Tail—Ngau Mei.

Liver—Ngau Gon.

Tripes (undressed)—Ngau To.

Galves' Head and Feet—Ngau-chai.

Head—each.

Mutton Chop—Young Fat Kwat.

Leg—Young Fat.

Shoulder—Young Shau.

Pigs' Chittlings—Chi cheong.

Brains—Chi Know—per set.

Feet—Chi Keok.

Fry—Chi Chak.

Head—Chi Tan.

Heart—Chi Sum.

Kidneys—Chi Yiu.

Liver—Chi Gon.

Pork Chop—Chi Fat Kwat.

Comed—Ham Gau Yuk.

Leg—Chi Fat.

Fat or Lard—Chi Yau.

Sheep's Head and Feet—Young Tan.

Keok—each.

Heart—Young Sum.

Kidneys—Young Yiu.

Intimation.



A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

In PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 3rd June, 1910

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 14, 1910.

HONGKONG AND HAIKONG

Chambers of Commerce may be interested,

and even excited; Associations, whether

of China or elsewhere in Asia, may use

the special knowledge taught by the experience

and diligence of the most expert authorities

on matters that would seem to affect the

great trading community; "representations"

may be made to Legations and even to

Governments, and yet the stolid British

public realises too late, always just a little

too late, that great opportunities have been

overlooked and the occasion has slipped by.

Booms come and go; they are sometimes

thrust upon us, like the Rubber mania, which

is still going and has caused not a few to be

"gone" altogether. "I wish," said a

successful business man the other day, "I wish

I could find a new field for energy where

without compromising my interests in Hongkong,

I could risk and win." When we

lately faltered through a few remarks

about the future of China and the chances

of the Philippine Islands under standard

republican combinations, he nearly said bad

words. He was, we think, abusive, and not

only of us. He said, in other words, that

many objections were to be made against

combinations of any kind, and that "he did

not trust any adjective trust." What he

really wanted, he said, was to find an outlet,

a new market in fact. Perhaps some clever

business men will in time discover that our

neighbours the French, (though for some

mysterious reason they are not supposed to

be in the first flight of successful

finance, whatever they may be in aviation),

are really not by any means such duffers

as we thought them. We are always saying

"Bless you, the poor dear French don't

know how to colonize; they only know

how to run a Moulin Rouge, or a dozen

Government offices at loggerheads with each

other and at a frightful loss." And yet, the

fact is that the French are now running

some remarkably big concerns at a remarkably

big, indeed even a gorgeous, profit.

The profit would be gorgeously gorgeous if

there were more Frenchmen who were willing

to use the logical and practical brains

with which they are by nature endowed.

But too many of them, while not shining as

our merchants do, by being too "have demy-
mystified" and contemptuous of other people's

ideas, are liable to lose sight as much by

DEPORTED FOR HONGKONG.

It would appear that if Hongkong is to be called upon to deal with the ever-increasing number of Chinese undesirable who are deported daily from the Dutch East Indies, French Indo-China, the Straits Settlements and the Federated Malay States, the Colony will find itself under the painful necessity soon of establishing a Deportees' Reception Department somewhat similar to that which is presided over by the Registrar-General in Hongkong or by the Protector of Chinese in Singapore or Penang. Almost every coasting steamer entering our port from the south brings its quota of undesirables. The majority of these unfortunate are broken-down, maimed or otherwise unsuited for the strenuous toil of the Equatorial timber tracts, the plantations or the mines; but a good many of them, on the other hand, are hardened criminals who are deportees in the full meaning of the term—bad and turbulent characters who have known the rigours of prison and whom the authorities of the countries they have cast their untimely lot in are glad to see depart. Within the last three or four days we have had 'batches' of undesirables landing in Hongkong from Saigon, from Singapore and from the Dutch Islands. The consignment from the Holland possessions numbered close on 200. Then such a body of men has to be looked after and allocated to the various districts from which they originally were recruited, it is as may be easily imagined, entails trying and unremitting labour on the part of those Police officials upon whom the burden falls, for besides seeing that each individual is sent back to his native district they have also to differentiate between the sheep and the goats—the hardened criminal and the ineffective, decrepit, time-expired and labour-broken coolie—so that the former's record of character and misdeeds may be docketed and put away for future reference should be at any time evidence as to his conduct. His presence upon the community which has sent him back to the place whence he came. One cannot but feel that it is rather hard upon Hongkong that we should have to bear so large a share of the burden in connection with this most undesirable side of the coolie immigration traffic. As has been already mentioned, the number of deportees appears to be on the increase from year to year. Already a building had to be erected at Kowloon to accommodate them during their temporary detention in the Colony awaiting steamer connections and with very little stretch of the imagination one can foresee a provision in the Colonial Estimates at no distant date for the upkeep of a Deportees' Department.

LOCAL AND GENERAL.

For being in possession of a quantity of stolen goods worth \$8, a native was this morning fined \$10. Chinese Detective-Constable 163 prosecuted.

Mr. E. A. Gardiner, second superintendent of Police at Singapore, is visiting the Port to recruit Sikhs for the Singapore force, says an Indian paper.

The director of health in Manila has received advices from Saigon that cholera is prevalent at that port and that the death rate is fifteen cases a week.

THREE Chinese were charged in the Police Court this morning with stealing money and property to the value of \$21 on board the s.s. *Lai-ming* on the high seas from passengers. The case was remanded.

FOR stowing away on the s.s. *Kutay* with intent to obtain a passage, a Chinaman was this morning fined \$100 or three months' hard labour. L. S. Taylor prosecuted.

THE death of a woman at Lung Valley, Long Island, of Mr. W. H. Burnett, who had the reputation of being the heaviest man in the country. He weighed 108 pounds.

THE *Am Sam*, which arrived from Singapore this morning, lost her starboard anchor and some 15 fathoms of chain while proceeding to the anchorage, says the *Straits Echo*, of June 4.

A DANHER who was charged at the Magistrate's Court this morning with carrying and wounding another barber with a chopper at No. 1, Hing Tung Lane was awarded three months' hard labour.

ACCORDING to the *Straits Echo*, Dr. Guoh Leon Tuck, of the Army Medical College, Tientsin, and a former Queen's Scholar, of the Penang Free School, who is visiting Singapore, is joining the staff of the Hongkong University.

MESSRS. Warner, Barnes and Company, have given notice of appeal to the Court of first instance, from the decision of the Deputy Collector of Customs imposing a fine of 500 upon the master of the steamship *Padi*, for having unmanifested cargo aboard his vessel.

IN Tientsin, genuine alien Europeans in certain circumstances, have their passages to Europe paid by the Government of the Colony. The result (says *L'Asie du Tonkin*) is that these undesirable dock-thieves, especially from Hongkong, in hopes of profiting by official liberality. The journal argues that such aid should be limited to Frenchmen, and not, as at present, to Europeans generally. Great numbers of aliens, it appears, have been sent to Europe this year under this system at heavy expense to the colonial treasury.

Seamen's Institute.

TO BE OPENED ON SATURDAY.

DESCRIPTION OF NEW BUILDING.

On Saturday next the new Seamen's Institute at Wanchai will be formally opened by His Excellency the Officer Administering the Government, Sir Henry May, K.C.M.G. It is a matter of common knowledge in the Colony that to the municipality of one of our most highly esteemed citizens—Sir, Hormusjee Mody—is due the existence of the splendid building which is now to take the place of the old Institute on the Praya East. But the history of the movement resulting in the erection of this new home for seafarers is not so well known to the general public, and therefore the present is a not inopportune moment for glancing back over the progressive steps that have led up to the establishment of this much appreciated institution.

For many years past the Mission to Seamen have had agents in Hongkong, and the chaplains one after another expressed the desire for a suitable Institute on this side of the Harbour in addition to the one in Kowloon. So long ago as 1833, Mr. Goldsmith, the then chaplain, took steps for the provision of a Seamen's Institute and he opened what was called

THE SEAMEN'S STAR.

in premises in Queen's Road. Three years later, Mr. Goldsmith put forward a scheme for the erection of a Seamen's Institute on the ground occupied by the Sailors' Institute, and some funds were collected for this purpose, but these were not sufficient to make the scheme practicable.

The next chaplain was Mr. Ellis, who acquired larger premises at the corner of Pottinger Street, where under the old name of the Seamen's Star good work was accomplished; but owing again to lack of funds a move had to be made into smaller premises in D'Almeida Street. Before very long, however, these premises also had to be vacated on account of the high rent.

The late Bishop Hoare then issued an appeal to friends in England for funds to erect a large Institute. Some £600 or £700 was subscribed and further donations were promised, but a fresh difficulty arose in the matter of securing a site, and in the circumstances the Committee of the Seamen's Mission were impelled to invest the money obtained in order to rent the old premises which have been occupied up till recently. These premises, however, were found to be inadequate for the purposes of the Institute and the Committee kept a look-out for a possible site for a new building. At the beginning of 1908 the site on which the Institute now stands was put

INTO THE MARKET

at a price of \$37,000, and notwithstanding the high figure asked for the land, the Committee decided to make a bid for it. With this end in view, a public meeting was held, presided over by H.E. Sir Frederick Lugard. At that meeting Mr. (now Sir) Hormusjee N. Mody made the announcement that in view of the important work done by the Seamen's Mission in the Colony he was willing to make a donation of \$35,000 towards the building, provided that a suitable site could be obtained. Needless to say, this generous offer was cordially accepted. Public subscriptions were invited, and the amount necessary for purchasing the site was speedily raised. The preparation of the plans was entrusted to Messrs. Leigh and Orange, architects, by whom were submitted designs for a substantial three-story building.

When tenders were invited for the building it was found that the lowest was \$50,000, but the Committee were relieved from their predicament by the further munificence of Sir Hormusjee Mody, who added \$15,000 to his already magnificent gift on the understanding that the furnishing of the building should be carried out by means of public subscription; and Hongkong now can boast of the possession of a Seamen's Institute well worthy of the Colony's position and importance as a shipping port and a naval base.

THE BUILDING.

The Institute, situated on Marine Lot No. 29 of Wanchai fronting upon the Praya East, is a red brick building faced with Amoy red brick, and is erected in the style of the Flemish Renaissance. The ground floor has verandahs of granite with pilasters and columns of the Roman Doric order. The main piers run through the first and second floors and carry semi-circular arches with pierced spandrels, the whole being surmounted by a plain parapet with a hood mould and small octagonal corner piers on moulded turrets.

The central feature is formed by the main entrance which has a carved pediment carrying the name of the institution on a labelled panel with date of its erection. This central bay is finished at the roof level with a broken pediment and flagstaff pedestal. The construction is steel-framed with a flat concrete roof and the whole is sufficiently strong to carry another floor if extension be necessary at some future time.

On the ground floor is a "lounge" dormitory, dining room, refreshment room, and billiard room. On the first floor there are a large concert hall and reading room with officers' rooms and stewards' quarters. The whole of the second floor is devoted to sleeping accommodation in the shape of "early" dormitories and 33 state-rooms. The baths, lavatories, kitchens, servants' quarters and offices are all of generous dimensions, conveniently arranged in a separate block in the rear connected on each floor to the main building by covered bridges. Electric light is provided throughout the premises. The floors are of oak and English tiles, whilst the lavatories, etc., are tiled. The fittings are of steel and strong, suitable to the use for which they are designed. The ventilation has also been carefully studied and arranged for and every facility for absolute cleanliness has been provided.

BILL OF EXCHANGE DIS-HONOURED.

A COMPROMISE'S LIABILITY.

CHIEF JUSTICE AGREES WITH COUNSEL THEORETICALLY.

Before the Chief Justice, Sir Francis Pigott, in the Supreme Court this morning, Yap Hok Ling, complainant, vs. the Yokohama Specie Bank, of Kobe, Japan, sued Chau Tung Sang, of No. 4, Seymour Road and No. 8, Shelley Street, to recover the equivalent in Hongkong dollars of Yen 60,000, together with interest on the sum at the rate of 5 per cent. per annum from the 10th September, 1905, to payment or judgment. Mr. M. W. Slade, K.C., instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. P. M. Hodgson, of Messrs. Ewins and Harston, was for the defendant.

Mr. Slade said the facts were very simple. Plaintiff was and is complainant to the Yokohama Specie Bank in Kobe and by his compromise agreement, he was liable to the Bank for the non-payment of all bills of exchange, *inter alia*, of which Chinese were parties. There was a firm doing business in Kobe and Hongkong called the Hip Tung Fung firm. From the year 1903 the firm did business with the Bank in drafts and bills at Kobe. From 1903 to 1905 the business was put through without the plaintiff as complainant, requiring any special guarantee or security whatsoever. He was satisfied with the standing of the firm. In 1905, however, he refused as complainant to continue business with the firm without a special guarantor as security. Accordingly, the Hip Tung Fung firm in Kobe obtained from one of its partners, the defendant, a written guarantee which was directed both to the Bank and the plaintiff by name.

The guarantee was obtained some time in May, 1905, but no business was done on it until August, 1905. On April, 1905, the Hip Tung Fung firm wanted to do business with the Bank but the Bank declined to do business owing to the fluctuations in exchange. As the firm was in want of a considerable amount of money, the plaintiff out of his own money advanced to the firm 60,000 yen. In September, a bill for 60,000 yen was drawn by the Hip Tung Fung firm on their Hongkong branch and payable at the Hongkong branch of the Yokohama Specie Bank 13 days after sight. The Bank bought the bill and paid 59,000 yen, the bill having been bought at discount. The amount which was paid out of the Bank was paid over to the plaintiff towards the indebtedness of the Hip Tung Fung firm under promissory notes. The bill in due course came down to Hongkong and was accepted by the Hip Tung Fung firm in Hongkong but when it was presented for acceptance, the defendant refused to accept it, saying he knew nothing about it. It was duly presented for payment and dishonoured by non-payment. The matter was referred back to Kobe. The Bank came down on the complainant, who had to pay the amount and interest, which amounted to 700 yen. When he paid the bill, it was endorsed over to him by the Bank. He now sued upon the guarantee, and upon the bill. The plaintiff had sued the defendant in the Japanese Court at Kobe and had obtained judgment against him.

Mr. Potter said that the action was an action on the judgment of the Japanese Court; it was not an action on the guarantee.

Mr. Slade—We don't rely on the Japanese judgment.

Mr. Potter—We didn't know that before, Mr. Slade.

Mr. Slade said the reason he did not rely on the Japanese judgment was because it was a foreign judgment. In a sense they could sue on it but the debt would have to be proved over again. If any objection were taken, he would apply for leave to amend the writ.

Mr. Potter—I object to it now. Your Lordship appreciates the difficult position I'm in. My friend, in now trying to fight out the case on its merits.

His Lordship—You had sufficient notice?

Mr. Potter—No, my Lord. The statement of claim is purely explanatory. It is to assist your Lordship by giving you a history of the case.

His Lordship—The law is so hopelessly vague on the subject that I'll not attempt to settle it.

Mr. Potter—My friend cannot add on a new and distinct cause of action, which he'll be doing if he tries to fight out the case on its merits.

Counsel proceeded to cite authorities in support of his contention.

His Lordship said that the plaintiff's Counsel had adopted the wrong procedure and was entitled to apply for an amendment.

Mr. Potter—They have not deviated from the usual procedure. What they are asking for is to substitute one cause of action for another. It isn't as if they had made a slip in the writ and now ask to correct that slip.

His Lordship—But you have consented to the pleadings?

Mr. Potter—The mere fact of Counsel consenting to pleadings does not deprive him from applying for leave to amend. It would be most unfair on the defendant. We have not asked them for a statement of claim. It is not necessary when they already have a specially endorsed writ. Such a thing is unheard of at home but out here, my friend says it is necessary to file a statement of claim when one is asked for but we have not asked for one. What my friend has done is entirely wrong.

His Lordship—Then you've gone wrong with him. You should have pointed out the irregularity.

Mr. Potter—Surely, my Lord, we are not called upon to do that. We are not forced to point out a mistake committed by the other side and thus enable them to come into the Court in a stronger position.

His Lordship—But you should let him go entirely wrong.

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THE SUNKEN DEWEY.

"PROTECTOR" AT OLONGAPO.

"There is no possible doubt that the drydock Dewey can be raised. It may be a very long and costly job, but it is hoped to see her up before the end of next week," was the statement yesterday of a high naval official, who is considered one of the best posted officers in the service as to the condition of the Dewey, says the *Cablenews* of 10th inst. "The court of inquiry appointed to look into the sinking of the 'Dewey,' he continued, 'has made no report either written or verbal and can not until the dock has been raised, which is the only way it can be learned what sunk her; the bottom being 14 feet in the water on one side it is impossible for the divers to determine the cause of the accident.'

The dock's main pump, which is a 24 inch centrifugal pump, and ejects 35 tons of water a minute, will be in operation under steam 'with in a few days and that together with the compressed air pumps, it is thought, will lift her.

The steamer *Protector* was sent over to Olongapo, by one of the large steamship and dredging companies of Hongkong to assist in floating the Dewey in case 'any outside assistance is needed. It is hoped by the naval authorities however that the work of floating her can be done with the apparatus in hand.

It has been authoritatively stated that the Dewey has not sunk more than 18 inches during the past fortnight and that is due to the fact that she has been raised several feet on the opposite side. It is understood the pumps she has now installed will be able to lift her if there are no large openings to the sea or any great damage incurred by her sinking.

The naval authorities are encouraged over the excellent prospects of floating the Dewey in the near future. If it cannot be done with the pumps now at their command it can surely be done with the aid of the Hongkong dredgers.

CANTON DAY BY DAY.

DRAGON BOAT FESTIVAL.

[From Our Own Correspondent.] Canton, 13th June.

Saturday last being the Chinese Dragon Boat Festival, the Chinese people observed it as a public holiday in this city. In the morning, various descriptions of native craft, particularly flower-boats, numbering several hundreds, moored in the water front at Honam is one line, just leaving a little passage for the dragon-boats to pass through. The people on these craft and those on the river bank mingled together in large crowds to watch the proceedings and cheered the dragon boats clamorously.

Fireworks were also let off during the progress of the races.

The dragon boats are generally about a hundred feet in length and are each manned by from twenty to eighty men, of whom some carried silk embroidered umbrellas, flags, etc., or sounded gongs and beat drums, whilst the others were engaged in rowing. The races were watched with interest by the natives, who spent the holiday very merrily. Fortunately there was no disturbance or accident.

PROVINCIAL JUDGESHIP.

The Provincial Judge Chui Pao Yin will leave Canton on the 18th instant for Hunan to take up his appointment as Provincial Treasurer there. The Taoist for the Development of Native Industries, Chin Mong Tang, has been appointed by the Viceroy to act as Provincial Judge in Canton temporarily, pending the arrival of the new official, Ya Chung Wing. Taoist Chan Mong Tang will take up his temporary appointment on the 14th instant.

AN OFFICIAL TRANSFER.

Taoist Chang Wing will leave here on the 10th instant for Kiangchow to take up his post as Taoist of Kiangchow and Ngichow prefectures.

CHEAP RICE SUPPLIES.

A large quantity of rice has been imported into Canton these past two days by the Committee of the different charitable institutions for the purpose of cheap disposal to supply the wants of the people. This distribution of rice will commence on the 18th instant.

BAO QU DE LINDO CHINE.

The general meeting of shareholders of the Banque de l'Indo Chine was held in Paris, on May 11, Baron Hely d'Ormesson presiding. The accounts for the year 1909 were approved, and the annual dividend was fixed at 1.50 per share. The meeting also confirmed the appointment of MM. Betherod and de Tréguin as new directors for five years and of M. E. Stern for one year, in place of the late M. Rosnard; and renewed the powers of MM. Rosnard and Ullmann, retiring directors, for a period of five years.

OPIUM SMUGGLING IN MANILA.

HEAVY SENTENCES.

Manila papers report that the case against the six Chinamen arrested for smuggling opium from the *Kai-fong* about three weeks ago, was tried on 2nd June in the Court of First Instance resulting in a sentence of two years' imprisonment for three members of the *Kai-fong's* crew and fifteen months each for the two Chinamen of Iloilo who bought the opium. Notice of appeal in the case of the latter two was filed.

The defence made in the case of these two defendants was that they were lured by government agents to buy the opium. Bond was fixed in the sum of five thousand pesos each.

The customs people believe that these convictions will have a healthy effect in deterring opium smugglers from continuing the trade.

One of the convicted Chinamen is a wealthy merchant of Iloilo.

A STRANGE PHENOMENON.

THE CANTON OPIUM MONOPOLY

AND THE HONGKONG FARM.

In our article yesterday dealing with the Canton opium monopoly, it was stated that "as a result of the closing of the opium-smoking divans and temporary exodus of a large number of Chinese from Hongkong the quantity of prepared opium sold by the C.C.W. Farmers dropped to about 100 taels a day, against 1,500 taels sold by the old Farmers. During the past two weeks, however, the lessees of the opium privilege in Hongkong appear to be making up lost ground, and it is reported that the sales have steadily crept up to 1,400 taels a day, at which they now stand."

We have since been informed by the Opium Farmer that the actual amount of sales at present is very much over-stated when put at 1,400 taels per day. So far as the monopoly goes, the Farmer agrees that it is in direct defiance of the spirit of the Chefoo Convention, but asserts that it cannot affect him in any considerable way except as regards the influence which it would have upon smuggling operations between Canton and Hongkong. The opium market, it is averred, is suffering all round from the results of over-speculation, the effects of which are to be observed even in Shanghai, Amoy and Foochow where an monopoly exists.

"PROTEULAIUS" TROUBLES.

CHINESE IMMIGRANTS TO CANADA.

For carrying too many Chinese the Blue Funnel steamer *Proteulais* was forced into breaking the law and was liable to a fine of \$3,000 to \$10,000 upon her return to Victoria, B.C., from Tacoma and Seattle.

When the *Proteulais* landed at the outer wharf at Victoria upon the voyage in question she disembarked 326 Chinese, of whom 190 were booked as newcomers liable to the poll tax of \$500, and \$35,000 had been PAID TO HONGKONG.

For the Victoria customs officials. The remainder had been booked as returning men and others exempt from the tax as students, merchants and sons of merchants under the regulations.

On examination by the customs officials, it was shown that but 68 of them were entitled to enter the Dominion free, while the other 68 were refused landing and the majority of them tendered the head tax of \$500.

Under the immigration regulations it is provided that steamers are permitted to carry but one immigrant for every 50 tons of the registered capacity of the vessel.

The *Proteulais* is a steamer of 9,527 tons register, and with the 190 newcomers paying the tax her limit was reached. Consequently the immigration officials refused to permit the landing of the others unable to prove their right to FREE ENTRY.

Although they are willing to pay the head tax, therefore the Chinese were held by the immigration officials.

The Chinese were brought in good faith by the officials of the *Proteulais*, and it did not develop until after the vessel had left the harbour that the 68 had no right to free entry. If the vessel is held to be liable, and is fined \$500 for each Chinaman, the fines levied will reach the sum of \$13,600.

It is stated that the big movement of Chinese to Canada is due to the rumours spread about Canton that the Dominion of Canada was about to raise the poll tax from \$100 to \$1,000.

OPIUM ON "KUMERIC"

Customs secret service agents on Thursday night last seized ten tons of prepared opium on board the Bank line freighter *Kumeric*, now discharging at one of the government piers at Manila. The Chinese second commander of the vessel, who was caught in the act of selling the stuff to a Filipino, is under arrest.

RUBBER IN THE PHILIPPINES.

A BRITISH SYNDICATE.

With the intention of making a definite selection for the site of the plantation of the Rubber Estates company which he represents in the Philippines, Mr. A. C. Litter has departed for the Zamboanga region, says the *Manila Times* in its latest issue. He was accompanied by Mr. Charles B. Robinson, of the Bureau of Science, and Mr. Frank Bost, a rubber expert who will have charge of the plantation when work is begun on it.

Mr. Litter's trip marks the final step in the first investment of foreign capital in the rubber possibilities of the islands. He is backed by a British syndicate who will put \$200,000 into rubber. Half of this sum is available for immediate development work.

Officials of the Insular Government lent every possible aid to the new project. One of the rangers of the Bureau of Forestry, who has been making investigations of the many rubber plantings scattered through the southern islands by representatives of the bureau, accompanied the party on its trip.

General Pershing, governor of the Moro province, has promised the co-operation of the Moro government.

The party was to visit several available sites near Zamboanga, and then journey to the Cotabato valley. A visit to several of the islands of the Sulu group was also a part of the itinerary.

FATHER ALVIZ, director of the weather bureau, is making special observations of the clouds in Baguio. During his recent visit to Manila he prepared an apparatus for this purpose and carried it with him to Baguio where he has had it installed in the Baguio observatory. He expects to remain there about a month in connection with these interesting investigations.

Heavy clouds of locusts are ravaging the rice fields of Paganillo and Cuco, Camarines. They have already done great damage and the number of the insects is so great that while the inhabitants have eaten millions of them and picked many millions more the ground is still covered with them and the air thick with them. It is believed they came from the neighbouring islands.

RIOT ON THE S.S. "FRANKBY"

FIGHT BETWEEN CHINESE AND EUROPEAN SAILORS.

On Thursday evening last, says the *Manila Times*, a fight occurred on board the British steamer *Frankby*, lying in Manila Bay, between the Europeans and Chinese sailors who constituted her crew. The fight rapidly developed into a race riot, and the police were called but the ship's officers had the affair under control before they arrived. The origin of the fight seems to be something of a mystery, but it appears that there had been

HAD BLOOD.

between the Europeans and Chinese for some time, and the culmination came when some one threw a pan of water on a passing Chinese, and the fight was on.

Hammers, hatchets, knives and various other weapons were used. The Chinese chased the European contingent into the forecastle, brandishing hatchets and knives, the door was quickly slammed shut by the besieged, and the besiegers proceeded to chop the door down to get at their prey.

The Chinese were thoroughly aroused, having been imbibing large quantities of samshu, so the European sailors say; and for a long time paid no attention to the commands of the ship's officers who attempted to quell the riot. When the Captain

BRANDISHED A REVOLVER.

threatening to shoot if the men did not desist, several of the Chinamen cried out to shoot, that they were not afraid. It was stated by the Europeans who came ashore next morning that the forecastle was covered with blood, and that one of their number, the ship's carpenter, was in his bunk, unable to come ashore to the British Consulate to testify, because of wounds received at the hands of the belligerent Chinese.

CONSUL TO INVESTIGATE.

The men who went ashore to present their case to the British consul stated that they were afraid to return to the vessel for duty as the Chinese had threatened that they would kill them in their bunks.

The police were notified, and a launch went out to the ship with the reserves from the Luneta Police station, but the affair was all over by the time the police arrived.

There was a hearing before the British consul next morning and the statement given out from there was to the effect that the matter would be investigated.

REPAIR OF SHIPS' BOILERS.

An ingenious contrivance has recently been devised by a firm in Gothenburg, Sweden, for repairing the boilers of steamers. A barge is equipped with electric welding apparatus, the power being provided by a turbine and two direct-current generators. The current is conducted to the steamer requiring repairs by means of a pair of cables, and work can thus be done within the boilers with power generated on the barge. The barge is also fitted with a workshop where small repairs may be made. This arrangement enables the repair of boilers to be made without their removal from the vessel.

TYRANNY OF GAMBLING.

£15,000 LOST AT BACCARAT.

A curious example of the tyranny of the gambling passion was afforded by a case that came before the Berlin courts recently. The defendant, Fritz Kluge, defrauded the big engineering firm of Arthur Koppel, whose Berlin branch he managed, of nearly £15,000, and lost practically the entire sum at the gaming table. It was his custom to travel all the way to Paris for the sake of three hours' baccarat. He spent the greater part of the eighteen hours' journey working out the possibilities of a "system" he had invented. Sometimes he made as many as seven or eight hundred calculations while en route.

A specialist from the police presidency told the court that the system in question was by no means worthless and that

WITH A LITTLE LUCK.

one might easily win large sums with it. Kluge himself, who had computed that if properly worked out it would bring him in £300,000 in thirty-eight days, interpolated that it meant merely the possibility, but the certainty of winning. His only mistake had been that he had not left the table at the proper moment.

Like so many incurable gamblers Kluge is exceedingly superstitious. All his speculations were carried out in sums divisible by three, and he informed the judge that this was a temperamental necessity to him. He never spent money that he had won, as he believed that it brought luck in play, and on one occasion he and a lady companion travelled all the way from Paris to Berlin.

WITHOUT EATING.

rather than touch a sum of £1,000 which one of his three-hour spells at the baccarat table had brought him in. All the time that he was robbing his employer he carried a prayer book in his pocket, and prayed regularly three times a day.

Kluge, who is now only 34 years of age, was a very backward scholar, but was promoted with extraordinary rapidity by Koppel, and enjoyed the complete confidence of the firm which regarded him as a brilliant man of business. He is utterly broken by his fall and seems to have shrivelled up to an old man since he was arrested eighteen months ago. In the dock he burst into floods of hysterical tears, and it was only the exertions of half a dozen doctors who piled him with stimulants that made it possible to proceed with the case.

Events Coming.

Saturday, 18th June.

New Beames's Institute, opening ceremony.

SELANGOR RUBBER CO.

SIR FRANK SWETENHAM ON PROSPECTS FOR CURRENT YEAR.

Sir F. Swettenham, presiding at the annual meeting of the Selangor Rubber Company, held at Glasgow on May 5, said they hoped to produce 450,000 lbs. of rubber in the current year. Against that they made contracts last year for the sale of 48 tons No. 1 rubber at an average price of 7s. 8d. per lb. and 24 tons No. 2 rubber at an average of 7s. per lb. Last year's crop of 316,054 lbs. was sold at an average of 6s. 7d. net, although it had been thought advisable, when the price was very different to that ruling in the latter part of 1909, to sell forward 50 tons of rubber of different qualities at an average price of 5s. 3d. per lb. They had therefore sold about one third of the estimated yield for 1910. They had also contracted for the sale of 60 tons of next year's rubber at an average price of 7s. 3d. per lb. The rubber secured last year was obtained from the tapping of 224 acres, and he drew special attention to the fact that while 75 acres were planted in 1903 and only 49 in 1904, an area of 291 acres was planted in 1905 and 351 acres in 1906. In 1912 the trees on 1,600 acres should all be yielding latex, and a large number of them will then be 12, 13 and 14 years old. Passing on to deal with recent criticism, Sir Frank Swettenham denied the statement that their estates were specially troubled with fungus. Shareholders in the company might sleep soundly in their beds with the comforting knowledge of a 25 per cent. dividend and the assurance of their directors that the estate was never in such perfect order nor the prospects so good as they were to-day. He moved that the directors' report and accounts be approved, and that a final dividend on account of the year 1909 be paid of 3s. 3d. per share, less income tax, making a total distribution of 28 2/3 per cent. for the year.

COCONUTS.

The motion having been seconded, Mon. L. Bonaparte-Wyse suggested that as the property was eminently desirable for the growth of coconuts, a reserve fund might be kept for quite a different product, which would prove of considerable value to them in a few years' time. He also asked the board if they had any special reasons for not letting the shareholders know when a forward contract was made.

Sir Frank Swettenham said he had a great belief in coconuts, but all the reserve that they had at present was required for the upkeep of the property, and so far no shareholder in the company would want them to devote any portion of reserve to planting coconuts when the price of rubber is as it was that day. As regarded forward contracts shareholders would be informed in future.

It was decided on the motion of Mr. Nicol Paton Brown—that the directors in addition to the fixed fees of £500 per annum, which they at present draw, be voted to cover last year's commission, free of tax, on profits on the following lines:—No commission to be drawn until the company has paid a dividend of 100 per cent. for the year, but that the directors be authorised to draw afterwards a commission of 5 per cent. on the balance of profits divisible amongst themselves as they may think fit, but such extra remuneration is one year not to exceed the sum of £1,000.

THE BEST COMPANY.

It was explained that the directors of the company from the foundation had not been unduly hasty in asking for a remuneration for their services. For the first five years, the directors gave their services gratis, and in the year 1905 the sum of £500 was voted to the directors. At that time they were promised a dividend of 20 per cent.

Sir F. A. Swettenham was not prepared to say that that was the best board of any rubber company, but he was prepared to say that it was the best company. It headed the list of dividend-payers, and he hoped and believed that it would always continue to head the list. There was a great deal of anxiety, and there were really a good many things to be done, and he thought that perhaps five or six years hence they would see by the results of those two or three hundred companies which had been recently started that they did take a certain amount of management.

KING EDWARD'S TERRIER.

The late King's fox-terrier, "Cesar," his favourite pet, is inseparable at the loss of his master. "Cesar" was with His Majesty on the day he died, and has hardly eaten since. He was placed in the care of the sergeant-footman, who had to be very much on the alert to prevent him running to the door of the room in which the King's body was lying, and whining piteously. He is a white wire-haired terrier, and on his collar are the words, deeply engraved: "I am 'Cesar' I belong to the King."

A "KNOCK-OUT" FOR BATTING NELSON.

UNDESIRABLE GUEST.

Battling Nelson, the former lightweight champion of the world, lost another fight recently when he was knocked out in three minutes by a jury in the United States court at Philadelphia, which decided against him in his suit for \$10,000 damages against the Bellevue-Stratford hotel, for refusing him accommodation.

Nelson's manager registered the fighter at the hotel on August 3 last year and Nelson spent the night there. When the hotel management learned who their guest was, Nelson was told he would have to vacate his room as it had been previously engaged and he was further told that the hotel was full.

Counsel for the hotel in examination told Nelson that he had persistently violated the laws of some States by fighting, and he replied that they were boxing exhibitions. The only real prize fight he was ever engaged in, he said, came off in Nevada, where there was no state law against the sport.

The hotel management called no witnesses. Judge Holland, in his charge to the jury, said that Nelson had violated the laws of any State which prohibited prize fighting, and under the law he was undesirable as a guest.

COMMERCIAL.

June 14th, 5.00 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co., Ltd.

Albany	7/6
Anglo-Java	Tts. 16
Anglo-Malay	29/9
Banyuwangi	5/1
Batu Tigar	110/-
Batavia	8/9
Batu Kajang (pp.)	42/6
Batu Kajang	—
Ceylon United	27/6 prem.
Ceylonfields	35/8
Obuskat Serdang	5/8
Obuskat	5/8
Danararas	180/-
Easton Internationals	43/6 prem.
Ed Selangor	—
Glenally	5/3
Glenhills	—
Golconda	140/-
Golden Hopes	—
Highlands and Lowlands	40/-
Indragiri	35/8
Jack Kenneths	—
Jaques	—
Jongkadori	—
Kamulangs	9/6 prem.
Kuala Lumpur	205/-
Landours (fully paid)	—
Landours (ppd.)	—
Laba	—
Ledbury	97/6
Lingit	69/9
London Asiatics	16/9
London Ventures	7/1
Merlimas	—
Pajans	56/1
Pegohs	34/3
Rubber Trusts	52/6 prem.
Sagui	—
Sandycroft	53/7
Sapong	—
Seafids	—
Sekong	40/- prem.
Sheldons	80/-
Singapore & Johore	520
Sumatra Paras	129
Sungai Chohs	120/-
Sungai Kapars	19/3
Tanjungs	55/- prem.
Tanjungs	27/6 prem.
Tecrolog	7/6 prem nom.
Uta lani	—
United Selangor	140/-
United Singapore	5/3
United Sumatra	129
United Langkats	—
Pura Rubber	10/3 per lb.

The Ledyard Co. has declared a dividend of 3s. 6d. per share.

The Rubber Plantations Investment Trust has declared a dividend of 1s. 3d. per share.

BRITAIN'S LOST OPPORTUNITY IN YUNNAN.

An occasional correspondent of *The Financial News* writing from Yunnan on April 2, states—

It is easy for theorists to attack our British colonial system and to point scornfully at the Foreign Office for not having made Yunnan the province which at one time seemed possible. But there is undoubtedly, from the British manufacturer's standpoint, considerable cause for regret that we have given way almost entirely to the French in that province. After many years of patient plodding, and the laying out of several million francs to be more or less wisely spent in the construction, the railway running from Haiphong to Yunnanfu is now open to the public. It is at once a credit to the French. And with it, the first railway line in Far Western China, and a dream of the authorities of Indo-China ever since the time of the commission of exploration of the Mekong, headed by Louis de Corne in the seventies, the French have opened the gates for her trade to enter the whole of Western China. A few years ago—perhaps ten—there was in this city no resident foreigners, other than the Consuls and the missionaries. Yesterday I counted eighteen foreigners, and nearly all Frenchmen. The only trades in the city are French, and practically all foreign goods are French. Their progress is remarkable, and they are determined to make the westernmost province of China their Eldorado.

Yunnan suffers, not from natural poverty (its richness in minerals alone is known to all Europe), but from a lack of communications. What the prospects of this railway are, in diverting the stream of trade from the caravan to the steam engine, and how it will affect the exports coming now into Burma from the arduous journey between Yunnanfu and the Irrawaddy, is a moot point. The ultimate effect the line will have upon the richer provinces of Szechuan can as yet be only conjectured. The Frenchman, however, is confident that import from Bombay (and especially) and general merchandise shipped from British home ports, and now transhipped at Rangoon, will come into Yunnan from Haiphong. Should the French line be continued to a point over the main road leading west to Tiffin—it would be quite practicable, as the country is not formidable, and has all been surveyed—British merchants will have to face the fact that the Yunnan trade is almost cornered. That the French will go further north towards the Yangtze is not probable.

It must be reluctantly admitted that the Yunnan Company (British), which has had its eye on the province, with more perseverance than success, for very many years, must abandon the project of coming in with a line from Burma. The Kunlong-Yün Choo scheme might perhaps be resurrected, but we are too late. Then it is only one hope of British increasing, of even raising, her trade with West China; and that is in the construction of a light line from Hanoi to Yunnanfu. But there is no time for dilly-dallying. If the Yunnan line is now open, freight rates reasonable enough for the Chinese, merchants all the foreign goods sold will come through Tientsin and will, of course, be French. The proposed line from Hanoi is a most practicable scheme, and one which would pay as a financial undertaking almost from the start.

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY, the 17th June, 1910, at 11 A.M., at the China Navigation Company, Ltd. Godown, Praya, West Point, THE FOLLOWING GOODS SALVED EX "S.S. 'KWEIYANG'."

(In good order and condition), COUNTING BOARDS, MEDICINE MERCHANTS, BAMBOO STICKS, TIN, RATTANS, VICTUALING STORES, RUM, WOOD STAVES, IRON, RUBBER WARE, STAVES, SAPAN WOOD, CASSIA, PAPER, IRON HOOP, CHAIN GLASS, WIRE, NAILS, VARNISH, QUICKSILVER, SANDALWOOD, LEAF FANS, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 14th June, 1910. [416]

PUBLIC AUCTION.

SATURDAY, the 18th June, at 11 A.M., of TURKISH TOWELS, LACE CURTAINS, HOUSEHOLD and TABLE LINENS, FANCY GOODS, TABLE PLATE and CUTLERY, PRISMATIC GLASSES, BINOCULARS, &c., and FANCY JEWELLERY. All new goods direct from London. Catalogues will be issued.

HUGHES & HOUGH, Auctioneers. Hongkong, 14th June, 1910. [438]

FROM EUROPE.

THE H. A. L. Steamship "ARABIA," Captain Neumann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained, against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M. No Fire Insurance will be effected by us in any case whatever. This steamer brings on cargo:—

Ex s.s. *Hamburg*, from Göteborg.
Ex s.s. *Buenos*, from Bordeaux.
HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 14th June, 1910. [437]

THE AMERICAN AND ORIENTAL LINE. FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast). THE Steamship "AFRICAN PRINCE," will be despatched for the above Ports on THURSDAY, the 16th June, 1910. For Freight or Passage, apply to ARNHOLD, KARBURG & CO., General Agents. Hongkong, 14th June, 1910. [378]

POINT FOR PHILATELISTS. It is interesting at the present moment to note that the portrait of King George (as Duke of York) already figures on a stamp. This stamp was issued in 1899 by Newfoundland, our oldest Colony, and was of five-cent value. Four other Royal portrait-stamps were issued; shortly before it by Newfoundland of different values, as follows: Prince Edward of York (now Heli-Apparent), half-cent; Queen Victoria, one-cent; King Edward, two-cent; Queen Alexandra, three-cent. The cent of this series was one shilling. It is very appropriate that the then Duke of York, who was at that date president of the London Philatelic Society, and himself a very keen stamp-collector, should thus be represented.

DO NOT HESITATE,

but call at H. PRICE and Company's Establishment when you require any ALES, STOUTS, PORTS, CLARETS, BRANDIES, WHISKIES, or anything else in the way of Liquors, Cigars, Cigarettes, etc.

H. PRICE & CO., LTD., represent ONLY the VERY BEST Houses, consequently the public can rely on getting the best value for their money.

H. PRICE & CO., LTD., WINE AND SPIRIT MERCHANTS, 12, Queen's Road Central, Hongkong. Telephone No. 111. [413]

Intimations.

OHEESE

MILD CANADIAN STILTON

60 cents per lb.

THE

DAIRY FARM CO.,

LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS." These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.

(Not Price List)

"ASAHI" & "SAPPORO"

Beer.

per case 4 doz. qts.

\$12.00

per case 8 doz. pils.

\$13.50

To be obtained at all Retailers.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of teaching European to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write "care of Hongkong Telegraph Office" or direct to 37, Hollywood Road, 2nd floor. Hongkong, 1st January, 1910. [19]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers. Hongkong, 16th August, 1908. [4]

JAPANESE MASSAGE.

Massour MEIJI SHA, GRADUATE OF KOBE MESSAGE SCHOOL. ATTENDANCE AT PATIENTS' RESIDENCE. No. 171, WANCHAI ROAD, GROUND FLOOR. Hongkong, 10th January, 1910. [104]

HUNG ON & CO.,

SHOW ROOM AND STORE at the Premises formerly occupied by A CHEE & CO., 17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE.

IMPORTERS AND DEALERS. CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates. Hongkong, 1st June, 1910. [413]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to Alteration.)

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 643.
Via New York 645.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
L. W. GRADDICK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	THURSDAY, 16th June, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 17th June, 4 P.M.
TIENSIN	"CHIPSANG"	SAURDAY, 18th June, Noon.
S'GAPORE, PENANG & CALCUTTA LAISANG	"LAISANG"	MONDAY, 20th June, Noon.
MANILA	"LOONGSANG"	FRIDAY, 24th June, 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	FRIDAY, 1st July, Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).
The steamship "Kaitang, Namsang and Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kufat, Lahad, Datin, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,
Telephone No. 215, Hongkong, 14th June, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To	SAIL
SAIGON	"HUPH"	15th	June
SHANGHAI	"SZEHUEN"	16th	"
SWATOW, AMOY & SHANGHAI	"TAMUI"	17th	"
QINGYI & ILOILO	"KAIKONG"	17th	"
SHANGHAI	"CHIHWA"	19th	"
SHANGHAI	"CHEN LIN"	23rd	"
MANILA, ZAMBOANGA & AUSTRALIA	"TAIWAN"	25th	"
SHANGHAI	"LINAN"	26th	"

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Cheung, Linan, Chinkai), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

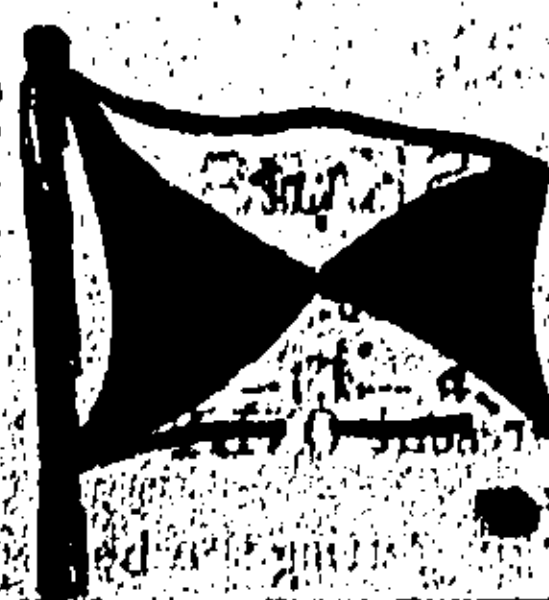
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers to Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16, Hongkong, 14th June, 1910.



HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Date
TAIPEI	1,200	R. Rogers	MANILA	SATURDAY, 18th June, at Noon.
SUNSHINE	1,200	A. Fraser	"	SATURDAY, 25th June, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th June, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	—	WED'DAY, 20th June, at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TASMUI v. SWATOW & AMOY.	"DAIOI MARU" Capt. H. Muiyama	SUNDAY, 19th June, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. —	WEDNESDAY, 22nd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU" Capt. —	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 13th June, 1910.

T. ARIMA, Manager.

Hongkong, 13th June, 1910.

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Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECENSHIRE" Captain Tomlinson, will be despatched as above about 20th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 31st May, 1910.

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Shipping—Steamer.



